

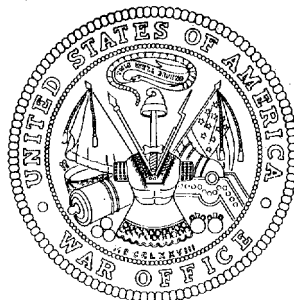
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JOINT PHOTOGRAPHIC INTELLIGENCE MEMORANDUM

RAIL SPUR NEAR ZAVITAYA, USSR



ARMY



CIA

PIC/JM-6/59

MAY 1959

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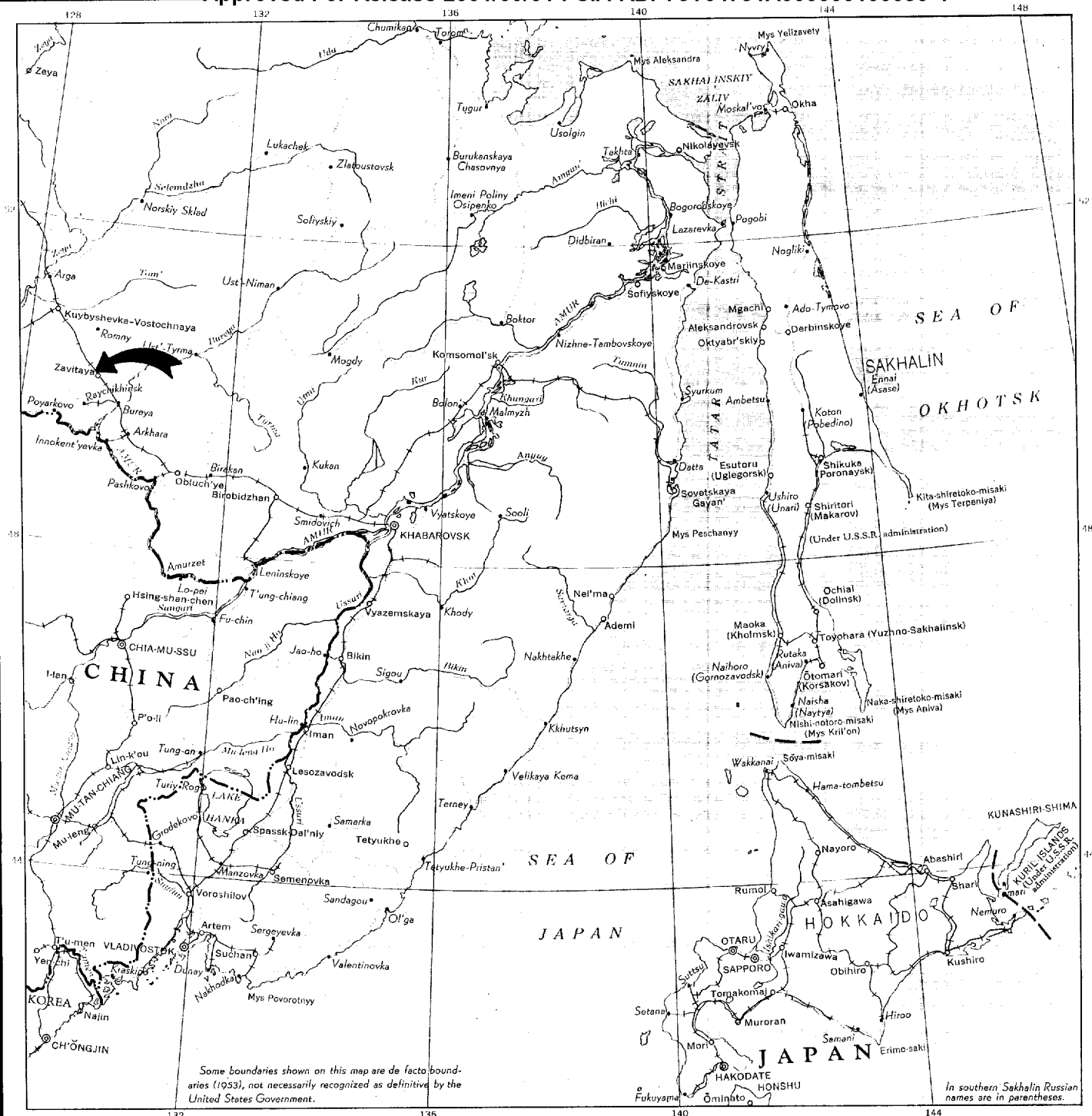
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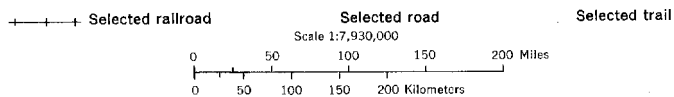
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RAIL SPUR NEAR ZAVITAYA, USSR

25X1D
A rail spur appears on [REDACTED] photography at 50°08'N/129°29'E, approximately 1.5 nautical miles north-northeast of Zavitaya, USSR. It has been analyzed because of possible association of rail spurs with guided missile activity.

The location of the spur is within the Zavitaya Military Complex (Figure 1). This Complex is served by railroads and roads emanating from Zavitaya, with the main road to Bondorova passing through a major part of the installation. The Complex has been divided into the following four zones of military activity: Zone 1, airfield construction; Zone 2, storage and construction; Zone 3, probable administration and barracks; and Zone 4, ammunition storage and support. Zones 1, 2, and 3 appear to be associated with the operation of the rail spur, which is located within Zone 2. On completion of the construction activity, Zone 2 will possibly provide in part for the logistical needs of the new airfield, Zone 1. At the time of photography, Zone 3, which has administration buildings and barracks, probably supported the construction operation in Zones 1 and 2. Zone 4 is an independent operation supported from Zavitaya.

Besides the rail spur, Zone 2 (Figures 2 and 3) contains a revetted storage area, a possible road under construction, a POL storage area under construction, an abandoned revetted storage area, a construction equipment storage area, and two borrow pits. The zone is rail-served from Zavitaya by a branch line which will service the POL storage area under construction. The rail spur leading from the branch line will probably service the revetted storage area located near the terminus of the spur. Unimproved roads connect these areas with the main road to Zavitaya.

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The rail spur terminates in a two-track rail yard 500 feet long that is oriented on azimuths of [REDACTED] from true north. At the time of photography no buildings or handling equipment were present at the rail

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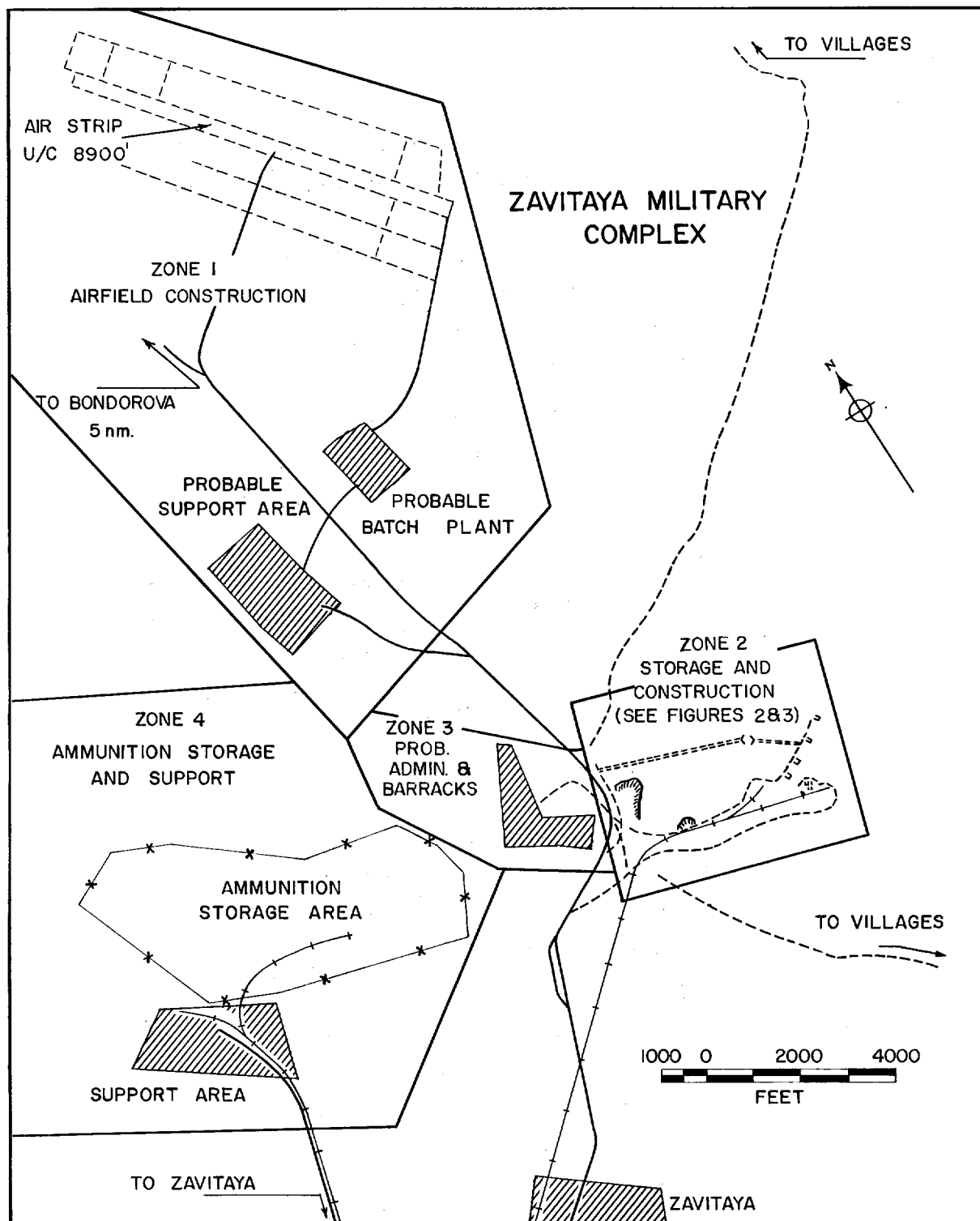


Fig. 1

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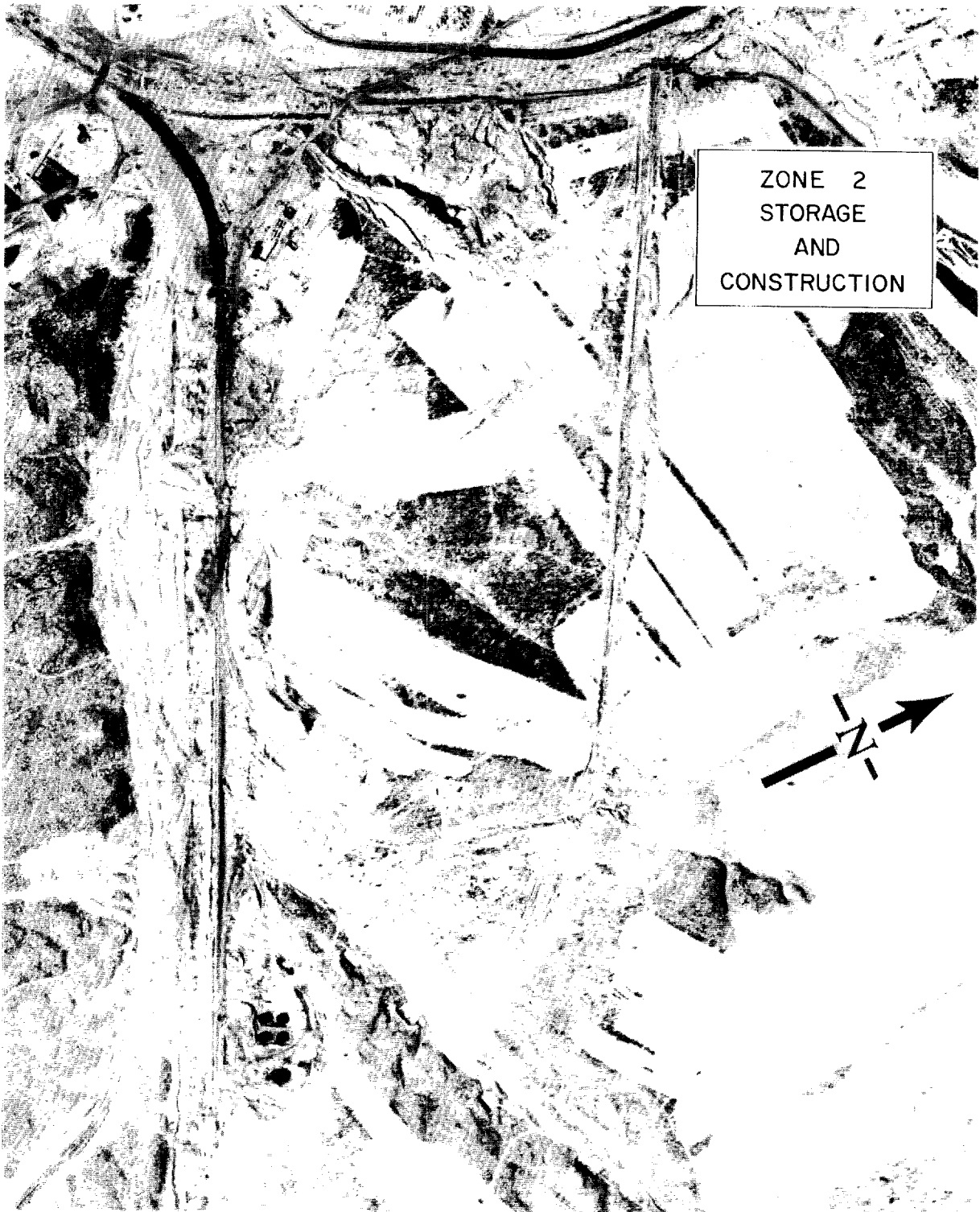


Fig. 2

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yard. This yard may have been constructed to service the revetted storage area located nearby.

The revetted storage area contains the following five revetments that have been excavated from two hillsides:

<u>Storage Revetment</u>	<u>Dimensions (Feet)</u>
a	90 x 50
b	100 x 70
c	90 x 50
d	110 x 50
e	90 x 50

At the time of photography all the storage revetments were accessible by unimproved roads but none were in use. A possible roadbed approximately 4,500 by 25 feet was in an early stage of construction and could connect the storage area with the existing road leading to the new airfield. Completion of this possible road would provide a transportation link with the new airfield, and, therefore, indicates a possible utilization of this area as weapons storage for the new airfield.

The rail-served POL storage area under construction is located 1,000 feet east of the rail spur. It contains five POL storage tanks, each 40 feet in diameter, that have been erected in two excavations. These excavations could be filled in to provide underground POL storage facilities. The purpose of a third excavation adjacent to the rail spur cannot be determined.

An abandoned revetted storage area is located 1,000 feet northwest of the rail spur. It contains at least 33 storage revetments, 20 by 10 feet each, that appear to have been inactive for several years. Only one road enters this area, and no side roads service the storage revetments.

The construction equipment storage area and two borrow pits are located approximately 2,500 feet west of the suspected rail spur. The storage area contains one probable shop building 50 by 25 feet, one L-shaped building 40 by 20 feet with a wing 20 feet square, and 15 probable

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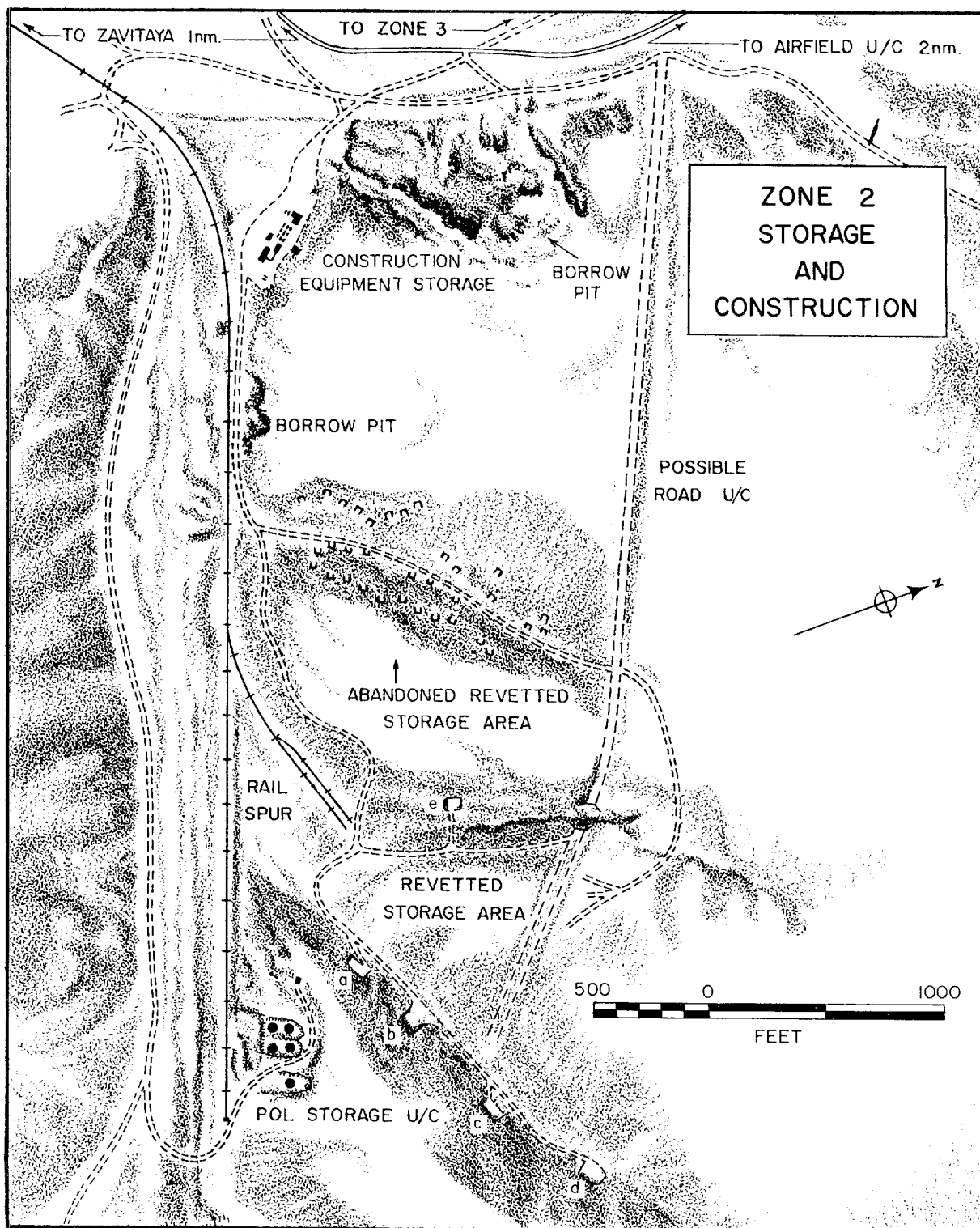


Fig. 3

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trucks [REDACTED] These buildings and trucks appear to be associated with construction activity in the area. The two borrow pits, which are located southeast and northwest of the storage area, were inactive at the time of overflight.

Analysis of the suspected rail spur reveals no indications of guided missile activity at the time of overflight.

REQUIREMENT: This Joint Photographic Intelligence Memorandum has been prepared by Army and CIA in partial answer to Army requirement SRI 39-1-58 and CIA requirement RR/E/R44/58 requesting an analysis of railroad spurs possibly associated with guided missiles.

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MAP DATA:

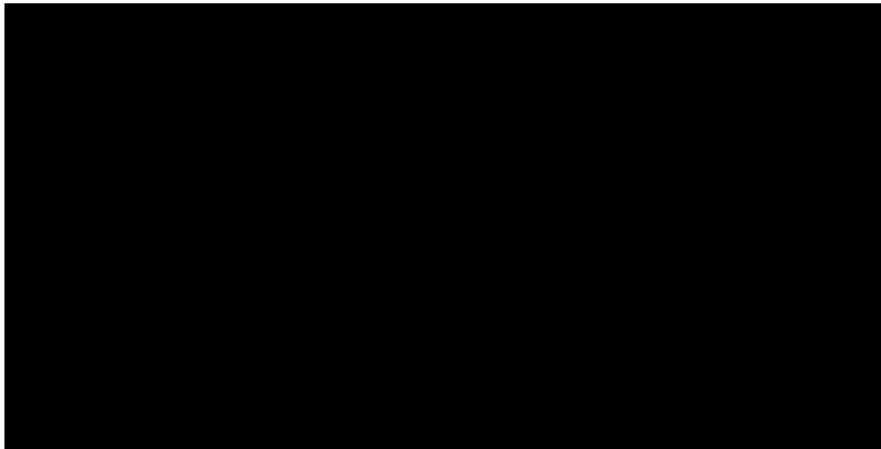
USAF Pilotage Chart 203B (C)

COORDINATES:

50°08'N/129°29'E

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